

MAR 1952 04-11

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SECURITY INFORMATION
CENTRAL INTELLIGENCE AGENCY
INFORMATION FROM
FOREIGN DOCUMENTS OR RADIO BROADCASTS

REPORT

CD NO.

STAT

COUNTRY China

DATE OF
INFORMATION 1949-50

SUBJECT Economic; Transportation - Rail

DATE DIST. /3 Aug 1953

HOW
PUBLISHED BookWHERE
PUBLISHED Peiping

NO. OF PAGES 2

DATE
PUBLISHED Aug 1950SUPPLEMENT TO
REPORT NO.

LANGUAGE Chinese

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SOURCE Chung-yang Ts'ai-ching Cheng-ts'e Fa-ling Hui-pien (Compendium of
Laws and Decrees on the Financial and Economic Policies of The
Central Peoples Government)

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DIRECTIVE ON ADOPTION OF A NEW SYSTEM
OF RR MAINTENANCE IN CHINA

On 4 November 1949, the Ministry of Railways of the Central People's Government issued a directive on the adoption of a new system of road maintenance. The directive follows:

To improve road maintenance and the roadbed so as to secure the increased transportation power demanded, it has been decided, beginning with 1 January 1950, to initiate a new road-maintenance system on all the railways of the nation.

The new road maintenance system is scientific, rational, planned, and organized. It is a method by which technicians and laborers can associate on a high level. It is a system of responsibility applied to road maintenance. This year, railways in the Northeast began to appropriate and to apply the progressive experience of the Soviets. Railway bureaus in North China and South China have now started trying out this Soviet method with excellent results.

The new system of road maintenance divides the work into three steps: (1) extensive repairs, (2) medium repairs, and (3) ordinary maintenance. It puts into operation a "three contract" system; guarantee to repair, guarantee to maintain, and guarantee to inspect. After all parties concerned have been stimulated to make careful investigation of the situation as to the labor and technical skill available and the conditions of the railway line in each designated area of operations, a detailed plan must be drawn up. This plan must show the labor power based upon a specified rate of work, the organization, and the materials. The repair guarantee group can then begin to make repairs on a designated length of track.

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After these repairs have been made and carefully inspected for adherence to standards, the repair group will turn over the section to the maintenance group which is responsible for ordinary upkeep and for preserving a certain standard of quality in the roadbed and tracks. The group that guarantees to inspect the line is responsible for patrolling the line, inspecting the work, and attending to minor defects that come within the scope of its ability. This is a maintenance system that is organized, has a regular sequence, and provides for inspection. In it, all work is carefully executed according to a plan.

The railways in North China and South China are well situated for putting into practice the new maintenance method. Although the railways in the Northeast have already had a year of practical experience in the use of the method, the lines south of the Great Wall have a longer period of time each year in which to attend to the maintenance of their roadbeds. The Northeast has only 6 months of each year for road maintenance work. North China has 7 months, and the South has more than 8 months. Therefore, both North China and South China will secure greater results from the use of the new method of road maintenance than the Northeast.

That this new maintenance system may be started off auspiciously, it is ordered that the Northeast Railway Administration at once organize four special teams of workers to go to certain designated locations and demonstrate the method. At that time, all bureaus in North China and South China are to assign men responsible for the direction of road work, and those who in the future may become key members of labor shock teams, to go to those designated locations for training.

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